

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSCC – Highways Authority
DATE:	15 th September 2026
LOCATION:	Land North of Rectory Lane Ashington West Sussex
SUBJECT:	DC/26/1186 Outline Application for redevelopment of the site to provide up to 125 dwellings, access, public open space and associated landscaping, drainage and highways infrastructure with all matters reserved except access.
DATE OF SITE VISIT:	Scheduled for 29 th September 2026
RECOMMENDATION:	More Information

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The development proposals are for the seek full planning permission for the development of 125 dwellings with vehicular access taken from Rectory Lane. The speed limit along this stretch of Rectory Lane is 60 mph. The proposals are supported by way of a Transport Assessment (TA) with a Stage 1 Road Safety Audit (RSA) submitted on the access strategy. The site forms part of a wider draft allocation (ref: ASN2) in the emerging Horsham District Council (HDC) Local Plan.

The LHA provided pre-application advice to the applicant's design team in April 2026 and this has been used to produce the supporting TA. A site visit will be undertaken on 29th September 2026, any further comments following this site visit will be submitted to the case officer after this date.

In terms of Planning History two nearby sites:

- DC/25/1327-Land East of Mousdell Close Rectory Lane for the erection of 74 dwellings to the south of the proposals has recently been permitted by HDC.
- DC/22/0372-Chanctonbury Nurseries, Rectory Lane for 74 dwellings has also been permitted by HDC

The LHA did not raise any highway concerns with each of these proposals.

Access and Visibility

The Site would be served by two vehicular access points from Rectory Lane along the southern boundary of the Site. The first access would comprise a simple priority junction located on the eastern side of the site, serving Parcel A and Parcel B. The second access would also comprise a simple priority junction located on the western side of the site, serving Parcel C. Drawing 25-036-006 Rev C shows the proposed access strategy. The drawing takes into account the access strategy for the recently approved DC/25/1327 with access and accessibility improvements shown on the aforementioned drawing.

- Access to Parcels A and B-The access will have 6m radii allowing large vehicles to be able to manoeuvre in and out of the access sufficiently. A swept path drawing demonstrating the access is workable for a refuse collection vehicle has been

provided with the appendices (Drawing 25-036-011 Rev A). A separate 3m wide footway will be provided into the site providing safe access for pedestrians. Tactile paving will be provided to allow pedestrians to cross the access point. The TA has demonstrated that visibility splays for each access point can be achieved in both directions, these would be in line with the recorded speed limits contained within Table 5.1 of the TA.

- Access to Parcel C-comments comparable to above.
- Pedestrian Access-The LHA would have concerns with the proposed active travel link as shown on drawing 25-036-011 Rev A. The link in on the inside of the bend has a concern-is there intervisibility between cyclists and motorists sufficient, or will the entire hedgerow will need to be removed?

With speeds recorded to be in excess of 30mph near the parcel C Access point, there may be need for pedestrian/cyclists deflection so they do not emerge onto the road at speed. However, the proposed chicane barriers are not in accordance with LTN 1/20 guidelines (8.3.4) and justification, or a review of the design is required i.e. is the arrangement fully accessible to wheelchair users, non-standard cycles etc. Swept path information through the chicane should be provided. The feasibility of the design needs to be agreed at this stage instead of deferring it to the detailed design stage as shown on the drawings.

Having regard for the above a speed reduction on Rectory Lane would be beneficial with the reduction from the current National Speed limit to a 40-mph limit. The designer can put proposals on this up for consideration. Measures to slow speeds to cycle on carriageway need to be in accordance with speed limit policy, these conversations can be discussed with our road safety team in due course. The link below provides information on this:

<https://www.westsussex.gov.uk/roads-and-travel/road-safety/speeding-and-speed-limits/speed-limit-changes/>

- The suggestion on the drawing of a combined cycle/footpath at the substandard width shown is not supported, the chance of pedestrian/cycle conflict is potentially high with this suggested arrangement should be amended accordingly. Cycling should be on the carriageway in this instance, and a speed reduction would make this more conjunctive.

The LHA has reviewed the most recently available accident data for this stretch of the Rectory Lane and there have not been any recorded road traffic collisions within the immediate vicinity of the proposed points of access. The works for the access would be subject to a Section 278 Agreement with the LHA's Highway Agreements Team.

In terms of servicing delivery, refuse and deliveries will take place from on-site drawing ITS200920-GA Rev B. which shows access and egress to the site in a forward gear.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. 3 matters have been raised within the RSA and however these points have been addressed through the Design Organisation Response. It should be noted that the RSA will need revision through further consultation with the Auditor if changes are made to the plan as outlined above.

Capacity

The trip data was agreed in principle at the pre-application stage and this hasn't changed materially as a result of this application. Via the Trip Rate Information Computer System (TRICS) the TS has demonstrated that the residential development would generate up to 59 two-way trips in the AM and 54 two-way trips in the PM peak periods (08:00am-09:00am and 17:00pm-18:00pm). Junction capacity has been assessed within the TA and on the following junctions:

1. Rectory Lane/Meiros Way
2. Rectory Lane/The Sands
3. Rectory Lane/London Road
4. London Road/Billinghurst Road roundabout

The scenario assesses year 2032 with development. A cumulative assessment of future year traffic conditions has been undertaken, taking into account forecast traffic growth and relevant committed development in the area. All of the assessed junctions are forecast to continue to operate well within capacity. The LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network.

Layout and Parking

Whilst it is acknowledged the application is for Outline consent only the LHA has reviewed the indicative drawings submitted within the TA and would offer the following comments to be taken into consideration:

- Walking and cycling connection central path within the site to existing dev north of it (plus link on the existing site to be provided). Consideration should be given to priority for pedestrians and cyclists across the access road possibly incorporated into a speed control, as latter needed given straight alignment of the spine road.
- Any path running along the northern side of the eastern portion of the site, it is suggested that this be widened to permit walking and cycling.
- Fire and refuse collection should be demonstrated as some of the drives/narrower access roads etc.
- Main spine road width- Ideally the final design should avoid anything less than 4.8m although private drives could be narrower. However, final widths would probably be dictated by refuse and Fire and Rescue requirements.
- Parking for vehicles and cycles will be in accordance with LHA parameters.

Accessibility and Localised Improvements

Pedestrian and cycle access to the site will be from Rectory Lane. As outlined in the access section improvements and further input needs to be provided by the Design Team to improve pedestrian and cycle access. The LHA will provide further input on this point following the submission of further information.

A section of the existing footway on the southern side of Rectory Lane would be resurfaced as outlined on Drawing 25-036-006 Rev C. In combination with the committed improvements to the footways further east on Rectory Lane and PRow ASH-2607, the walking route objectives within the Ashington Neighbourhood Plan.

It is proposed to provide lighting at the Rectory Lane bus stops to further encourage travel by bus alongside the improvements already committed as part of the application (DC/25/1327) at Land East of Mousdell Close. The LHA would welcome and support this mitigation.

Travel Plan Statement (TP)

A TP should be prepared for the site to help reduce the use of the private car and increase sustainable travel. The submitted travel plan is noted. This accords with the requirements of WSCC. The applicant should note that WSCC apply an auditing fee to all new travel

plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.

Conclusion

As outlined in the 'Access' section the LHA will require the following information from the Design Team:

- Re-consideration of pedestrian access point in line with the comments above
- Investigation into a reduction from the posted 60 to 40 mph limit in discussion with the LHA.

Jamie Brown
West Sussex County Council – Planning Services